

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " W. A. Valentine.
 "FATSHAN," 2,260 " R. D. Thomas.
 "HANKOW," 3,073 " C. V. Lloyd.
 "KINSHAN," 1,995 " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

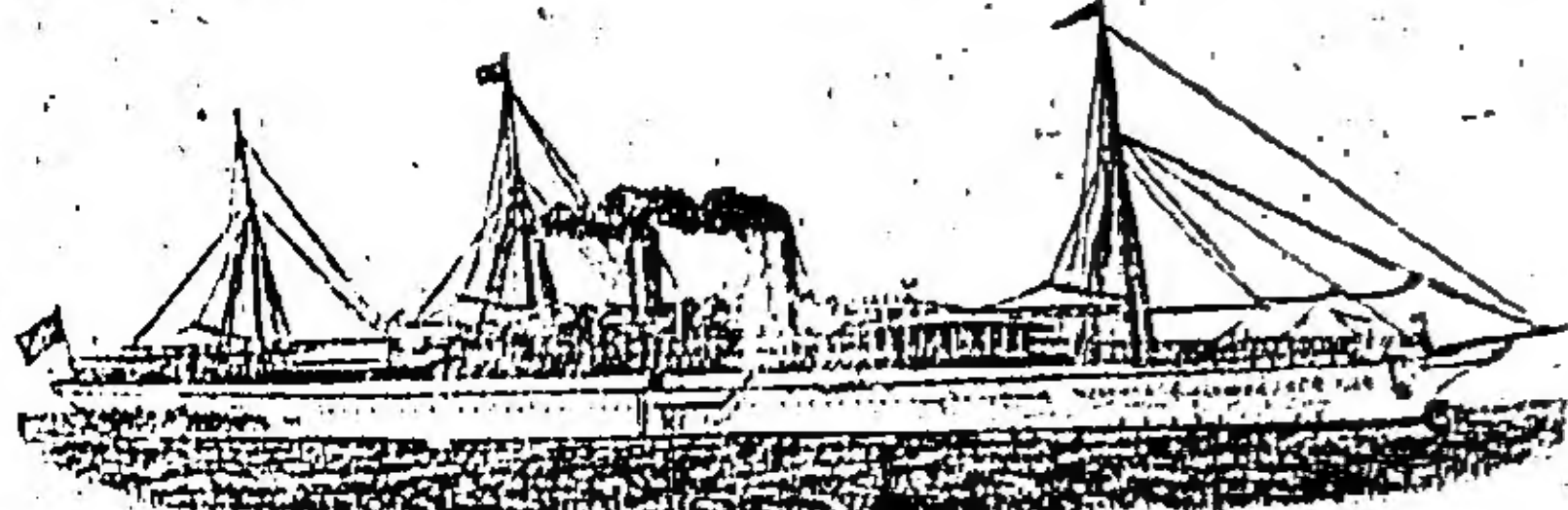
S.S. "LUNGSHAN," 2,19 tons Captain T. Hamilton.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " C. Bulchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hai, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPERESS OF CHINA".....	3,900
"ATHENIAN".....	2,440
"EMPERESS OF INDIA".....	6,000
"MONTEAGLE".....	5,500
"EMPERESS OF JAPAN".....	6,000
"TARTAR".....	4,425
LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA".....	WEDNESDAY, Mar. 28.....April 18
"ATHENIAN".....	WEDNESDAY, April 11.....May 1
"EMPERESS OF INDIA".....	WEDNESDAY, April 18.....May 9
"MONTEAGLE".....	WEDNESDAY, May 1.....May 25
"EMPERESS OF JAPAN".....	WEDNESDAY, May 9.....May 30
"TARTAR".....	WEDNESDAY, May 23.....June 16

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, Intermediate on Steamers, and 1st Class Rail £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 Hongkong, 14th March, 1906. Corner Pedder Street and Praya, opposite Blakes Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA.....	HAVRE and HAMBURG.	24th March
Silesia.....	HAVRE and HAMBURG.	31st March
SCANDIA.....	HAVRE, BREMEN and HAMBURG.	13th April
SENEGAMBIA.....	HAVRE and HAMBURG.	21st April
SEGOVIA.....	HAVRE and HAMBURG.	5th May
C. FERD. LAEISZ.....	HAVRE and HAMBURG.	16th May
VANDALIA.....	NEW YORK.	About middle of May

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.
 Hongkong, 20th March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 15th April.
SACHSEN.....	WEDNESDAY, 5th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
RAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 28th day of March, 1906, at Noon, the steamship BAYERN, Capt. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return.....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG.....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return.....	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR.....	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return.....	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON.....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return.....	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED as VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamship from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOBHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR.....	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND.....	3,302	TUESDAY, 1st May.
WILLEHAD.....	4,763	TUESDAY, 29th May.

ON TUESDAY, the 3rd April, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	£28.00	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE.....	£30.00	£20.00	£14.00	Return £34.00	£26.00
TO SYDNEY.....	£33.00	£23.00	£15.00	Return £39.10	£27.10
TO MELBOURNE.....	£34.10	£24.10	£16.00	Return £40.50	£28.50
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 28th March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	SACHSEN.....	WEDNESDAY, 11th April.
YOKOHAMA & KOBE.....	PRINZ SIGISMUND.....	WEDNESDAY, 11th April.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£62. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 15th March, 1906.

Extensions.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

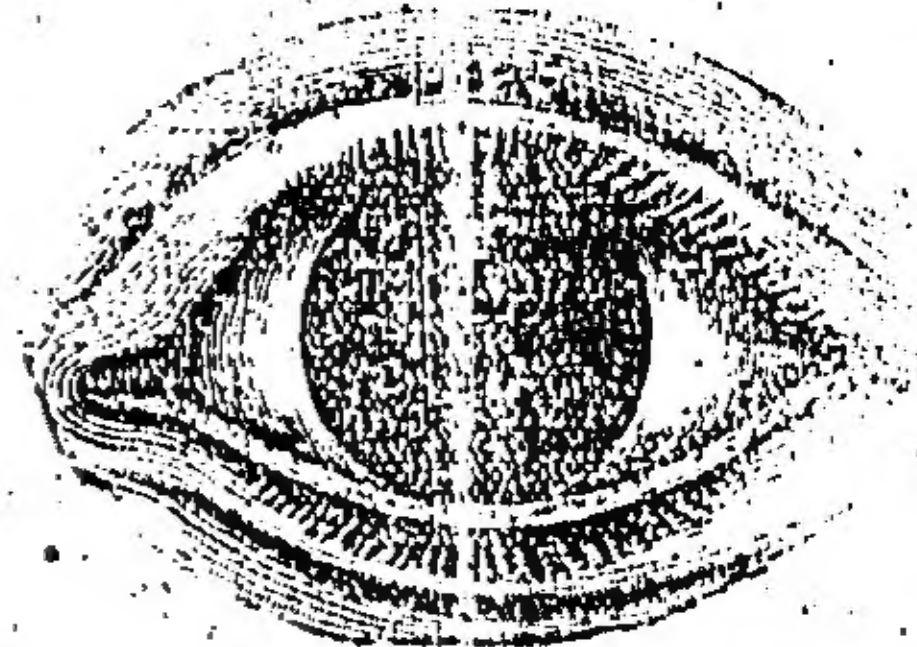
Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. J. and Watkins.
 Yokohama, May 23rd, 1905.

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SHANGHAI, SHUOHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.
 Hongkong, 13rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE. REGULAR THREE WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP.....	JAPAN	Second half March	JAVA PORTS	Second half March
TJIMAH.....	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG.....	JAVA	First half April	JAPAN VIA SHANGHAI	Second half April
TJIPANAS.....	JAPAN	Second half April	JAVA PORTS	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 17th March, 1906.

[15]

KWONG SANG & CO. No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
 TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906. [180]

THE HONGKONG STUDIO. HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.
 PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.
 PRICE VERY MODERATE.
 Hongkong, 15th September, 1903. [15]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.

for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
 56, Lyndhurst Terrace.



Hongkong, 22d May, 1904. [19]

Intimation.

**WM. POWELL,
LTD.,**
ALEXANDRA BUILDINGS.
JUST RECEIVED.

**DAINTY
DRESS
FABRICS**
for
**SPRING & SUMMER
GOWNS.**

**LATEST
PRODUCTIONS.**

FANCY MUSLINS,
FIGURED MUSLINS,
SPOT MUSLINS,
PRINTED MUSLINS,
CHECK MUSLINS,
25 cts. to \$1.25 per yard.

**COLOURED
DRESS
LINENS,**
(all pure Flax)
—Everlasting Wear—

in
**PALE BLUE,
BUTCHER BLUE,
NAVY BLUE,
GREEN AND FAWN,**
75c. per yard.

**PRINTED
VOILES AND
NAINSOOKS,
CRASH
ZEPHYRS,
MERCERISED
LAWNS,
FRENCH
DELAINES,**
&c., &c., &c.,
AT MODERATE PRICES.

**FIRST-CLASS
DRESS-MAKING**
At very Reasonable Charges.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 20th March, 1906.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail to disappoint you. Why accept a substitute? Sold by all chemists.

8.

**CHINA SUGAR REFINING COMPANY,
LIMITED.**
NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Offices of the General Agents, TO-MORROW, the 21st March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 8th to 21st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 20th March, 1906. [283]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS OF THE GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 24th day of March, 1906, at 11.30 o'clock A.M., when the subjoined Resolution which was passed at an Extraordinary General Meeting held on 7th March, 1906, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$10 each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's register of shareholders on the first day of July, 1906, in the proportion of one new share for every three old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares to be paid on the 31st day of July, 1906, and that on failing such allotment as aforesaid the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association."

SHEWAN, TOMES & Co.,
General Managers,
Green Island Cement Co., Ltd.
Hongkong, 7th March, 1906. [324]

**LUZON SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Offices of the General Agents, on SATURDAY, the 31st March, at Noon, for the purpose of receiving the Report and Statement of Accounts to 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 14th March, 1906. [349]

**THE NATIONAL BANK OF CHINA,
LIMITED.**

NOTICE is hereby given that the FIFTEENTH ORDINARY ANNUAL GENERAL MEETING OF THE NATIONAL BANK OF CHINA, LIMITED, will be held at the Bank premises, Queen's Road, Victoria, Hongkong, on SATURDAY, the 14th April, at Noon, for the purposes following, namely:—

To receive and consider statement of accounts and balance sheet to 31st December, 1905, the reports of the Directors and Auditors thereon, to elect Auditors and transact the other ordinary business of the Company.

The TRANSFER BOOKS and REGISTER OF MEMBERS OF the Company will be CLOSED from the 31st day of March to 14th April, 1906, both days inclusive.

By Order,
G. C. MOXON,
Managing Director.

Hongkong, 15th March, 1906. [351]

MEDIUMS OF INSTRUCTION
IN CHINA.

A REVIEW.

Two contributed articles in this issue of *The Collegian* bear upon one of the fundamental problems of all higher education in the Chinese empire. What should be the medium of instruction in higher education? We regret that pressure of duties has prevented so competent an authority as Dr. Bergen from concluding his views on this question more fully, for the need of the present is a clear and full proof, if such be attainable, either that higher education should be given wholly through the Chinese language, or that it should be given wholly through one of the western languages, or that there is room and need for schools following each of these plans in the educating of the present generation of young Chinese. Most discussion of this question that we have had the fortune to see is weighty, or the opposite, only by reason of the person presenting the arguments, for clear demonstration on either side in the controversy is not forthcoming. No doubt the well instructed have reasons for the faith that is in them, or the doubt, but while these scholars differ the general body of educators must form their conclusions from facts clearly presented, rather than to rely upon mere opinion. We should like very much to see the clearest possible rendering from English into Chinese of a few pages each of moderately abstruse scientific and philosophic and profound moral and religious thought, accompanied by a criticism of the adequacy and accuracy of the rendering, written by two or more competent persons. This would be more to the point than the position of the Chinese language than much declaration. But we would not be misunderstood. We shall consider fully the outline presented by Dr. Bergen, which we find very suggestive. Our criticism applies not specifically to Dr. Bergen, but to all discussion of this question that has fallen under our notice, and we regret all the more the necessity that compelled Dr. Bergen to shorten his argument, from the fact that we should naturally have turned to him as among those capable of solving this problem.

The article from the pen of Dr. Woods takes the form of an inquiry into the general question, What sort of language is necessary for higher instruction? but is followed by a criticism, in the light of these general considerations, of the Chinese language, and some practical reflections as to the proper attitude of educators toward the two languages, Chinese and English. We shall summarize this article as a basis for further consideration, and we invite full discussion of this question in our journal.

Dr. Woods' introduction, contrasting the wealth of western thought with the poverty of the thought of China, suggests that the *a priori* argument is certainly with those who misgust the fitness of the Chinese language, as it now stands, for the imparting of higher education. How can we forward put into a language, the treasures so narrowly limited in content, the immense riches of the modern world? To say the language will grow is to leave the point under discussion. We do not ask: Will the language grow? No one doubts that it will grow. English has grown. But through how many centuries of slowly or rapidly expanding thought has English developed to its present wealth of vocabulary and power of expression and discrimination. Can we, with the magic wand of our enthusiasm and good will, immediately expand the language of the Chinese race to two, three, four, or many times its present capacity? If the reply is that Chinese needs no such expansion, we beg that evidence be furnished, for *a priori* considerations force us to fear that it does stand in such need. Consider, in the light of the thoughtful inquiry of Dr. Woods, how much is demanded of a language that would be fit for modern higher education.

There are four conditions that a language should fulfill in order to be perfectly fit for use in the acquirement of knowledge. 1. It must be copious in vocabulary. 2. Its syntax must make possible the complexity of sentence structure necessary to clear and exact exposition of complex facts. 3. The written and spoken forms must be identical. 4. It must be easy of acquisition.

This all seems self-evident. The immense content of modern thought demands an immense vocabulary. The abstruseness of science and philosophy call for the power to construct long and involved sentences that shall be aids to the right understanding of complex facts or theories, not hindrances to such understanding. If there are two languages, the written and the spoken, then the universal elementary education demanded by modern society, and such universal instruction as comes through newspapers, magazines, and popular treatises and literature, are practically impossible. The masses will remain ignorant. Lastly, the demand for ease of acquisition (requiring, of course, a single language) means simply that time is more precious than gold, more earnestly to be saved than fine gold.

But there is one further consideration, as to the demands made upon the vocabulary of a language in our day: a speech fit for modern needs must possess expansive power. Thought does not remain for even one year stagnant. It bursts the bounds of the past and flows out into new fields of truth. Specifically, a language that is to borrow the whole wealth of the world in a generation must be capable of immense development.

These general considerations are applied by Dr. Woods to the Chinese language. We enter into the discussion of the actual powers and capacity of Chinese with great diffidence, fully aware of the fact that our knowledge is deficient for this task, and that this discussion belongs to those who are thoroughly familiar with the vocabulary, syntax, and future promise of Chinese. We repeat that our purpose is to call attention to the points that ought to be settled, rather than to attempt a settlement of any of them, though we are bold enough to venture an opinion here and there. Is the Chinese vocabulary too limited? If so, what promise have we of a rapid increase of this vocabulary? Dr. Woods thinks the language needs geographical names, names for new imported commodities, philosophic, religious, and scientific terms. These may be added to the present stock of words in three ways. 1. By forming new ideograms. We suppose these might be borrowed terms, transferred to Chinese written form. The pronunciation would have to be learned from the teacher's lips, or from an alphabetic index. Such a plan for enriching the vocabulary might be used to some extent, but it means an ever growing burden in the learning of the ideograms. 2. By further compounding of characters already in use. In this case accuracy will come only after years of education in the new meanings of the elements compounded, and the number of new words that can thus be formed seems necessarily limited. 3. By using the western technical terms unchanged, printing in the Roman alphabet. This would be displeasing to the eye, and to the literary sense, but in scientific and philosophic treatises it would be not unlike the use of Latin terms in our medical books, and would be highly satisfactory. The recognition and pronunciation of the printed terms could easily be learned, and they would be free of all false mental associations. We

consider this an admirable suggestion, and should like to see it thoroughly discussed by competent scientific men who are masters of Chinese. Much may well be sacrificed to accuracy in science and philosophy.

[Continued on page 7.]

Auctions.

PUBLIC AUCTION.

THE undersigned have received instructions, from the Registrar, Supreme Court, to sell by
PUBLIC AUCTION,
TO-MORROW,
(WEDNESDAY), the 21st March, 1906, commencing at 2.30 P.M., at No. 4, Seymour Road,
THE GOODS AND CHATTELS OF
CHAU TUNG SANG,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
MARBLE-TOP HATSTAND with GLASS, CUT-GLASS MIRRORS, MOROCCO-COVERED DINING ROOM SUITE, TEAKWOOD OVERMANTELS with GLASS, BOOKCASES, WHATNOTS, TEAKWOOD EXTENSION DINING TABLES, CHEST-OF-DRAWERS, MARBLE-TOP TABLES, TEA TABLES, Double and Single IRON BEDSTEADS with WIRE MATTRESSES, &c., &c., &c.

A large quantity of CHINESE BLACK-WOOD FURNITURE;

On FRIDAY, the 23rd March, 1906, at 2.30 P.M., at "Glenseskia,"

THE GOODS AND CHATTELS OF
CHAU TUNG SANG,

Comprising:—
BUILDERS and IRONMONGERY, Brass Work of Superior Quality, Comprising:—BARREL, FLUSH and ESPAGNOLETTE BOLTS, CASEMENT STAYS, CABIN HOOKS, HINGES and BOLTS, REIN and MORRIS LOCKS, FINGER PLATES and ELECTRIC BELL PUSHES and GALVANIZED IRON WORK, comprising:—BOLTS, HINGES and BUTTS. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th March, 1906. [364]

PUBLIC AUCTION.

THE undersigned have received instructions from the Official Receiver in Bankruptcy, to sell by
PUBLIC AUCTION,
ON

THURSDAY, SATURDAY, AND TUESDAY,

the 22nd, 24th and 27th March, 1906, commencing each day at 2.30 P.M. sharp respectively, at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A FINE COLLECTION OF
OLD PEKIN CURIOS,

Comprising:—
Kauchi and Yung Ching VASES, BOWLS, WALL PLATES, TEA CUPS, SNUFF BOTTLES, JADESTONE EARRINGS and ORNAMENTS, &c., &c., &c.

Also
A Quantity of BLACKWOOD FURNITURE.

One IRON SAFE, by Versteaen, Paris. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th March, 1906. [355]

PUBLIC AUCTION.

THE undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

ON
SATURDAY,

the 24th March, 1906, at Noon, at the Hongkong and Kowloon Wharf and Godown Company's premises, the following,
Ex S.S. "OANFA,"

W. Y. T. & Co., 1752 pcs. ROUGH LUMBER; AND
Ex S.S. "TELEMACHUS,"

W. Y. T. & Co., 2,798 pcs. ROUGH LUMBER. TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March, 1906. [335]

NOTICE.

THE SALE BY AUCTION OF ALMA, BATU KAWAN AND PVE ESTATES stands postponed to a future date, of which due notice will be given.

KENNEDY & Co.,
A. A. ANTHONY & Co., Auctioneers.
Penang, 16th February, 1906. [276]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS and ART DECORATORS, from Shanghai, has re-opened their
FURNITURE STORE

at
No. 35, DES VEAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction." (Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [296]

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th March, 1906. [363]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th February, 1906. [72]

TO LET.

NO. 15, KNUITSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.

(FROM JUNE, 1906).
NO. 2, ANTRIM VILLAS, Des Vaux Road, Kowloon. A Five-Roomed House.

Apply to—
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, 10th March, 1906. [339]

OFFICES TO LET.

OFFICES on the Second Floor of No. 1, QUEEN'S BUILDINGS, facing the Praya and the Queen's Statue, lately vacated by the Union Insurance Society of Canton, Limited, to whom please apply for particulars.
Hongkong, 6th March, 1906. [316]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

NO. 5, SEYMOUR TERRACE. Five-roomed House. Moderate Rental.

Apply to—
WONG KAM FUK,
Hongkong and Kowloon Wharf and Godown Co.
Hongkong, 9th March, 1906. [332]

Hotels.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30]

OCCIDENTAL HOTEL.
EXCELLENT CUISINE.

MODERATE PRICES.
ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.
ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [28]

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE and LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.
WINES and SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS and TOURISTS.

For Terms, &c., apply to—
THE MANAGER.

Macao, 16th October, 1905. [29]

Intimations.



**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H.M. THE KING
and
HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1904. [62]

**THE WINE GROWERS
SUPPLY CO.**



BARRETTO & Co.,

General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY

JULES MERMAN & CIE.,
BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.

Medoc 9.50 " "

St. Estephe 9.50 " "

Pauillac 13.50 " "

Margaux 14.00 " "

Chateau Ludovice 17.00 " "

Chateau Galie ... 18.00 " "

Chateau Pontet
Canet 20.00 " "

Chateau Mutton
d'Armaillac 24.00 " "

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HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CLARETS

FROM

MIN MARCEAU,

Bordeaux.

AWARDS: GOLD MEDALS AT

PARIS 1900,

HANOI 1902,

BORDEAUX 1895,

DIJON 1901,

LILLE 1902,

AMSTERDAM 1895,

ROUEN 1896,

VIENNA 1902.

Hongkong, 4th July, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 20, 1906.

THE MAILS.

Modern transport arrangements have reached such a high pitch of perfection that anything which occurs to clog the wheels of the machinery or interfere with the accuracy of the automata is regarded as little less than a public calamity. In Hongkong, which is peculiarly affected by the exactness of the mail arrivals, the loss of a single day is of vital importance to the mercantile community. As a rule, we are accustomed to set apart certain days of the week for the receipt of mails which will be answered on other dates arranged according to the schedule of arrivals and departures which every merchant knows almost by rote. But occasionally it happens that the unforeseen happens, with the result that the gear is disorganised, and a new set of calculations have to be framed to suit the exigencies of the situation. The delay in the delivery of the French mails—outward and inward—at the present time is a case in point. The French mail from Shanghai was expected to arrive on Sunday; it has not yet been sighted, or, at least, up to the time of writing she had not taken up her position at her anchorage. The French mail from the south should have made an appearance at daylight to-day. The Pacific Mail Company's steamer from Manila which should have been here on Sunday night had not taken up her anchorage, and a host of other boats, large and small, remained to be accounted for. All this was due simply and solely to the interference of fog. In western countries it might be considered a huge joke to suggest that fogs existed in the vicinity of Hongkong, whose camel-cut Peak stands out, as a rule, a prominent landmark for miles. But this is the season betwixt winter and summer, when the evaporation quickened by the returning sun meets the cold air thrown south by the ice-floes of the Yellow Sea, resulting in a fog which hangs like a blanket over the water, and is as sharply defined as a curtain drawn from the heavens to the sea. While it is very satisfactory to understand the meteorological conditions which occasion this state of things, it is no consolation to those who are anxiously awaiting the mails. For instance, Shanghai is only three or four days away, yet we have received nothing in the shape of letters or newspapers for seven days. Behind the screen which has been dropped just beyond the Lyemum Pass there are vessels bringing American, Japanese, Shanghai, and Manila mails; in the south, the blanket of mist shrouds steamers carrying the European, Indian, Singapore, and Saigon mails. In ordinary circumstances these vessels would have entered at intervals, allowing the man of work may be cleared away. Little wonder, then, if tempers disappear and irritation grows apace. It is difficult for people in these strenuous times to await events calmly, and from a health point of view this delay in the arrival of vessels may be considered a virtue. But how many can adopt the philosophical spirit and keep on waiting? We can only trust that before this is read the "missing" steamers will be safely anchored in the harbour and that those who are almost feverish will be calmed by the news of good fortune from abroad.

At noon to-day Messrs. Hughes and Hough, auctioneers, put up for sale at their auction rooms, No. 8, Des Vaux Road, by order of the mortgagees, the valuable leasehold property, registered in the Land Office as sub-section No. 2 of section A of Island lot No. 25. This property comprises Nos. 1, 3, 5, and 7, Lower Lascar Row, Victoria, Hongkong. Messrs. Deacon, Looker and Deacon were the vendors' solicitors. The reserve price not having been reached the property was withdrawn, and the sale postponed sine die.

THE "DANGEROUS GOODS ANCHORAGE."

As the official organ of the Government, it is natural to presume that whatever appears in the *Gazette* is the reflex of experts in departmental affairs, and has received the weightiest consideration before being published. It occasionally happens, however, that an obvious anomaly occurs in the *Gazette*, and the bewildered outsider is apt to wonder how the possibility of a mistake could arise in connection with the compilation of the volume. As a general rule it is safe to accept the new or amended "order" as an expression of the actual will and intention of the Government, and that no *volle face* will occur in spite of all the criticism levelled at the amending rule, no matter how absurd it may appear to the average citizen. On the other hand, cases have occurred where the Government, recognising that it has made a false step, has voluntarily tinkered anew at the original "order" and brought something resembling order out of undoubted chaos. In the Hongkong Government *Gazette*, dated 16th March, 1906, there is an item numbered 213, entitled "Rules and Regulations made by the Governor in Council on the 15th day of March, 1906, under the provision of section 6 of the Dangerous Goods Ordinance, 1873 (Ordinance No. 1 of 1873)"—and the rules are laid down regarding the signals to be used to indicate that dangerous goods are on board ship, and so forth. But what we are concerned with is the clause which deals with "dangerous goods anchorages," and the definition of where these anchorages shall be. With what is known as the "Eastern anchorage" we have no fault to find for the present; we are solely concerned with the "Western anchorage," which it will be found, when read together with the Merchant Shipping Consolidation Amendment Ordinance, raises a very important and serious question, one which affects the entire community, and especially the shipping companies whose steamers may be engaged in the passenger trade, and therefore liable to quarantine. Our contention is that the Government has woefully muddled the areas defined as "dangerous goods anchorages" and "quarantine anchorage" with the result that vessels carrying dangerous goods and passenger vessels in quarantine will be occupying one and the same anchorage, which is not merely absurd but almost criminally wrong. The southern boundary of the dangerous goods anchorage is "south of Stonecutter's Island." The southern boundary of the quarantine anchorage is: "That part of a line having the Naval coal sheds at Kowloon bearing E. by S. commencing where it meets the eastern boundary, and terminating where it meets the western boundary." The western boundary for dangerous goods is—"West of a line from which the White Rock on Stonecutter's Island bears north." For quarantined vessels it is: "A line drawn from the western side of Green Island to the western side of Green Island." The northern boundary for vessels carrying dangerous goods is defined: "North of a line having the sheers at the Naval Yard at Kowloon bearing east;" and for vessels in quarantine, "the five fathom line of soundings." Finally the vessels in quarantine have an eastern boundary: "A north and south line drawn from a white mark on south side of Stonecutter's Island until it reaches the southern boundary." To put it in a nutshell, the "dangerous goods anchorage" extends from the extreme west of Green Island and the extreme west of Stonecutter's Island to the White Rock. The "quarantine anchorage" extends from the western sides of Green Island and Stonecutter's Island to the white mark on Stonecutter's Island. It will thus be seen that the "dangerous goods anchorage" also comprehends the "quarantine anchorage." The curious part of the puzzle is that, in dealing with the quarantining of vessels, the Ordinance speaks of the white mark, a well-known point; but in the "dangerous goods" rules no mention whatsoever is made of the white mark. But even so, the possibility of vessels laden with dangerous goods rubbing against vessels carrying passengers in quarantine is not pleasant to contemplate. It may happen that half a dozen vessels carrying dangerous goods arrive at Hongkong during a period when quarantine is being sternly imposed that half a dozen vessels are awaiting pratique. The very fact that certain vessels are relegated to the dangerous goods anchorage is proof positive that they are a danger to themselves and to everything within a considerable radius. It is needless to dwell upon the point, because it must be apparent to all that a vessel with a cargo of gunpowder and another with some scores of passengers, should not be liable under the law to lie alongside each other. In whatever way they are looked at the rules and regulations clash, and we submit that we have shown ample grounds for a reconsideration of the "rules and regulations" made under the Dangerous Goods Ordinance.

The following is the return of visitors to the City Hall Library and Museum for the week ending 18th March:—Library—Non-Chinese, 271; Chinese, 131; total, 402. Museum—Non-Chinese, 218; Chinese, 3,899; total, 4,117.

A SHIPPING DEAL.

For printing a number of slips which purported to be passenger tickets issued by the Norddeutscher Lloyd for the voyage from Hongkong to Bangkok, and passing them off on a guileless simpleton, a prisoner was sentenced at the Criminal Sessions yesterday to five years' hard labour. We have no concern with the parties or the sentence—which was richly deserved—but one is inclined to wonder how anyone, even the most unsophisticated of coolies, could be induced to hand over his hard-earned money on such a specious statement as that made by the prisoner in the case in question to complainant. Some people never seem to gain sense either from their own experience or from the experience of others. They calmly walk into the trap laid for them by the first sharper they meet, and only awaken to a realisation of their foolishness when they have been turned inside out for the benefit of the exploiter. There used to be a belief that when a knave and a fool came together the latter won, not through his superior adroitness in circumventing the knave, but because the knave over-reached himself. Unfortunately, that idea is an exploded myth to the man of the world, for daily we witness the rogue imposing on the simpleton to his heart's content. It is a fine question, however, whether the fool is not as bad as the knave. Without a victim the knave would turn himself to other pursuits. In the case before the Sessions yesterday the coolie who was snared seemed to be in the wholesale business as a purchaser of passenger tickets. He wanted 18 at once and paid \$11 each for them—the seller graciously allowing a discount of \$2 per ticket, no doubt on the principle that the more you buy the less you pay. The fraud was discovered, of course, although it was stated that the forgeries were extremely clever. It is satisfactory to notice that the Chief Justice sentenced the prisoner to a term of incarceration which should deter others of the accused's kind from emulating his example. The crime of forgery is usually associated with precocious education, but fortunately it is comparatively seldom that the Courts of the Colony have a serious case before them under this head. If forgers turned their attention to the manufacture of passenger tickets none could tell what the end would be. Hongkong being a port of trans-shipment for an immense number of coolies from the north and south, the skilled counterfeiter would find himself temporarily in clover if he exercised his nefarious calling with anything like moderation and caution. As a rule the tickets of coolies and other passengers are collected en route, and even if the whole passenger list consisted of coolies bound for the Straits a steamship could not, without great expense being incurred, return when it was found that the coolies were travelling on forged tickets. The salutary lesson read by the Chief Justice should, however, effectually cast a blight on the profession of forgery, even if all the fools in the world were prepared to be "rooked" by unsympathetic sharps.

LOCAL AND GENERAL.

At the time of going to press the P.M. s.s. *China*, and *Loongang* were sighted.

The *China* and *Manila* steamer *Zafra* arrived this afternoon, and reports heavy fog outside.

"I did not know that Ah King was a bad man," remarked a complainant in a rice case at the Police Court this morning. "If I did I would not have trusted him. Only a few days ago I heard he was a robber in the interior." Mr. Hazeland, "Was he? He's in business here." Remanded.

REFERENCE was made in an editorial in our columns yesterday to the need for consideration by the members of the Sanitary Board of the precautions adopted against the spread of smallpox and plague. Five deaths were recorded between yesterday and to-day. Comment is needless.

TONG YUNG made a very fruitless attempt on Saturday afternoon last to transform a few sheets of zinc, the property of Messrs. Panchard, Lowther and Co., into silver. The transformation did not materialise, and Tong was arrested. Mr. Hazeland, at the Police Court this morning, sentenced him to three weeks' hard labour and six hours' stocks.

THE periodical examination of candidates, under the compulsory examination Ordinance, for pilots' certificates for service locally, was held at the Harbour Master's office this morning. The following composed the Examining Board: Mr. Edward Jones, Assistant Harbour Master, Captain T. A. Hall, and Captain E. Winthrop. Six candidates presented themselves for examination, of whom the following four passed the tests successfully: Ah Tai, Leung Foo, Foe Shing and Shek Tai.

ALLEN Stuart, second officer on board the *Galien*, prosecuted a coolie at the Police Court this morning, before Mr. C. A. D. Melbourne, for stealing a money-box containing \$45 from his cabin on Monday afternoon. Complainant said that on Monday morning he placed the money in the box, and in the afternoon when he went to open the box he found that the box and money had both disappeared. When the matter was reported to the Stationer and Detective Tei, he boarded the *Galien*, the defendant was searched, and a bunch of keys was found in his possession. The first key that was tried opened the box. Defendant was sentenced to one month's hard labour.

GERMAN ADMIRAL IN CANTON.

HIS EXCELLENCY VISITS THE VICEROY.

[From Our Correspondent.]

Canton, 19th March. Admiral Breusing arrived here on the *Tiger* on the 16th inst., and, on the following day, he and his staff, accompanied by the German Consul, paid an official visit to the Viceroy, who, fortunately, was not indisposed as he has so often been in the past when distinguished foreigners are desirous of calling on him.

On Saturday night the excellent Band of the *Furst Bismark* gave a splendid exhibition of their talent before a large and appreciative audience at the Canton Club theatre and yesterday they treated the community by playing in the garden in the afternoon, quite enlivening the general monotony of Sunday afternoons.

THE REMOVED "PROMOTION" OF THE VICEROY.

There is no confirmation here of the reported transfer of the Viceroy to Nanking, and in spite of the strong feeling existing against the Viceroy, it is now believed in well informed circles that the Viceroy will continue in office until such time as he is able to withdraw without "losing face," which will mean that he will remain here for at least six months.

NAVAL SEARCHLIGHT DISPLAY.

EXHIBITION IN HONGKONG HARBOUR.

The Praya was crowded last night with an interested throng of all classes watching the play of the searchlights from the men-of-war in the harbour on the buildings along the waterfront and the hills behind. The majority of people in Hongkong have frequent opportunities of witnessing a display of search-light practice, but seldom have they seen the effect afforded by the flashing of a dozen lights being worked at the same time. The sky was overcast and the lights when thrown upwards were lost in the heavy clouds, but the harbour was clear of mist and many picturesque views of the shipping in the harbour were silhouetted by the glaring illumination. The sampan people were delighted when the full light of the reflector was cast upon them, dazzling their eyes and leaving them blinking in temporary blindness. Many junks were sailing in the harbour, with the result that the instantaneous photographs obtained by the manoeuvring of the search-lights were exceptionally fine. There did not seem to be any attempt made by the men-of-war to signal by search-light: It was simply an exhibition of the dexterity of the operators in working the apparatus. From the Ferry, Hongkong by search-light was an unusually interesting scene. The lights illumined the houses on the hill-side, but failed to pierce the clouds which enveloped the Peak. The exhibition lasted for about an hour, and attracted the undivided attention of most of the dwellers on the Praya. It is believed that Vice-Admiral Sir Arthur W. Moore, the new Commander-in-Chief of the China Fleet, was on a round of inspection, with the view of finding out the capabilities of the units of his squadron in search-light operations. Whatever the result may be from a naval and technical point of view, the display was certainly spectacular. It may be noted as an interesting fact that foreign vessels of war are not permitted to indulge in search-light practice within the waters of the Colony.

CHANGE OF SOLICITORS.

In Summary Jurisdiction this morning, His Honour Mr. Justice W. Paine Judge, presiding, the case of Leung Kam Kwong versus Kwong Hi Lau was called on for settlement of issues.

Mr. F. X. d'Almada e Castro appeared for the plaintiffs, Mr. R. Gardiner, of Mr. O. D. Thomson's office appearing for the defendants in place of Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, who had withdrawn from the case.

The point at issue was as to whether certain persons were or were not partners at a certain time in the Hong Hoi Long Heng Kee.

Mr. Gardiner said he understood that this case was set for hearing to-day, but he must ask for an adjournment.

Mr. d'Almada e Castro: I strongly object to an adjournment of any sort.

His Honour: Yes, yes; I know of course, you must say that (laughter). But I'll hear what Mr. Gardiner has to say.

Mr. Gardiner explained that the reason he was obliged to ask for an adjournment was that he had only been instructed in the case yesterday evening and had had, consequently, no time to go into the case, and was thus entirely unprepared to go on.

Mr. d'Almada e Castro said it was a very simple case—merely to prove or disprove certain allegations.

His Honour said he thought it reasonable, under the circumstances, to ask for an adjournment, and he would grant same till Friday, presuming the costs were all right.

Mr. d'Almada e Castro intimated that he was not going to press for the costs of the day, and had explained that to his friend.

The case was adjourned to go into Friday's summary list.

THE BOYCOTT IN HONGKONG.

ALLEGED TAMPERING WITH TRADE MARKS.

Three men and two women were placed before Mr. F. A. Hazeland at the Police Court this morning, at the instance of Inspector Collett, on a charge of applying a false trade description to a quantity of flour, on the 19th inst.

Mr. A. C. Holborow, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

It was alleged that on the 19th inst. the defendants, on behalf of a Chinese firm of flour merchants, were transferring a quantity of "Red Seal" flour into bags bearing the "White Lily" brand. This was done, it is alleged, because the "Red Seal" brand of flour bore the mark "U.S.A." while that of the "White Lily" did not. Therefore they would evade the boycotters if they substituted the marks.

The case was remanded until Wednesday next. The three men were released in the sum of \$100 each. The women \$25 apiece.

FOG-BOUND HONGKONG.

SURROUNDED BY DENSE FOG.

MAIL STEAMERS ANXIOUSLY AWAITED.

Since Saturday evening, Hongkong has been the one bright spot in an ocean of mist. In the north, dense banks of fog have acted as a blanket, with the result that vessels from Shanghai have been feeling their way to this Colony like people in black darkness. In the south, the fog was travelling much more slowly, and the drifting wreaths were scarcely so thick, but they still proved a danger and a menace to shipping. Amid all this impenetrable curtain which surrounded the Colony, Hongkong experienced comparatively good weather. The sun ever appeared at intervals, and there was never at any time anything like a sheet of mist along the lower levels, although the Peak was continually lost in the swift rolling clouds driving up from the north. On Sunday night the mist spread over the harbour, but last night there was not a suspicion of fog in the air, as was evidenced by the search light drill which was carried out by the men-of-war at the Admiralty anchorage.

Outside the harbour, and just beyond the Lyemum Pass, the fog descended like a blank wall. It was a clear cut partition and a vessel would be half inside the fog and half outside at the same time. Of course, this meant the dislocation of shipping between Hongkong and the north and vice versa. Vessels despaired of finding their way to Hongkong by the lead alone, and they anchored at the most convenient place. Nobody can tell how many vessels are ensnared by the dank, luminous blanket which fell like a pall over the waters. There may be fifty; there may be only a dozen. Until this afternoon Hongkong had been without a visit from any of the steamers of the great mail lines for days. A few of the smaller craft which were able to dodge here and there reported that they heard the whistles of the French and Pacific mail steamers, the bells and trumpets of others, and a medley of sounds which might proceed from an ethereal philharmonic society.

The smaller vessels which trade between Hongkong and the ports on the coast, return day-trip boats, continued their operations as usual. Captain Weatherhead, of the *Albatross*, stated that after leaving Hongkong he had to feel his way inch by inch. Nothing could be seen. He picked his way by the echo of his steam whistle from the rocks. As shipping men will know, there is a pass leading to the north beside the Lyemum Pass—it cuts off several miles and is favoured. It is only fifty yards wide with beelling crags on either side, and a shoaling bottom. Captain Weatherhead took the *Albatross* through this pass early yesterday morning and hugging one side of the pass could not discern the other. Points which in ordinary times are looked for had either disappeared or were distorted out of all recognition by the diaphanous quality of the fog.

The greatest grievance of the mercantile community is the detention of the mails. Work will be greatly hindered pending the arrival of the steamers from East and West, for Hongkong is one of the few places in the world where Kipling's lines that "East is East and West is West and never the twain shall meet" do not apply, for both Europe and America deposit their goods and mails at Hongkong. There is a prospect now, however, that the weather is clearing and that vessels at anchor outside will be able to make port before the fog settles again.

SEVEN ATTEMPTS TO REACH HONGKONG.

The German steamer *Nicomedia*, 4,380 tons, Capt. P. Wagemann, which arrived in port at six o'clock last evening from Portland, Ore., with a cargo of flour and lumber, appeared to have experienced some trouble with the fog, which has been causing such a delay to ships, from both northern and southern ports. The chief officer of the *Nicomedia*, speaking to a representative of this paper to-day, said that the vessel left Portland, Ore., on February 14th, bound for the Far East. Very fine weather prevailed as far as Moji, which was left on March 15th. The first sign of the fog occurred at half-past twelve o'clock on Sunday morning last, but it was very slight. Two hours later the fog became so thick that the *Nicomedia* had to slow down her engines and subsequently to anchor. This occurred about twenty miles from Waglan Island. From Sunday morning to Monday afternoon seven attempts were made to push the ship to her destination, and each time the anchor had to be cast overboard. Late yesterday afternoon the *Nicomedia* raised her anchor for the last time and steamed for this port. The fog was left behind at Lyemum Pass. On the way an American man-of-war and the s.s. *China*, which, it is stated, was waiting for a pilot, were sighted, while the fog-horns and bells of several ships lying in the vicinity, were heard.

SIGHTED THE FRENCH FLEET.

The P. & O. s.s. *Poona*, 4,877 tons, Capt. C. R. Longden, arrived in the harbour and steamed alongside her wharf at Kowloon at six o'clock last evening. The chief officer of the vessel reports that he left Singapore on March 14th, for Hongkong. After the *Poona* had passed Gap Rock a thick fog fell in and lasted up to her arrival in port. From Singapore they experienced moderate N.E. wind, moderate sea and fine weather. They passed the French fleet consisting of two cruisers, the *Montcalm* and *Guydon*, and two destroyers, ten miles from Gap Rock steaming a North-westerly course.

DEFIED THE FOG.

The s.s. *Benlawers*, 2,920 tons, commanded by Capt. B. Clark, arrived alongside the Kowloon Wharf, from Singapore, at six o'clock yesterday evening. They left Singapore on the 12th inst. On Saturday a slight fog commenced to settle, and it gradually grew thicker. They were then about 50 miles from Gap Rock. The chief officer reports that the French fleet consisting of two cruisers and six torpedo boats were seen to be manoeuvring and target shooting, thirty-five miles from Gap Rock.

THIRTY-SIX HOURS IN THE FOG.

The French mail steamer *Oceanien* from the North arrived in port this afternoon. From a passenger on the boat we learn that owing to fog, which was very heavy outside, the vessel waited for nearly thirty-six hours. It was only at 2.30 p.m. to-day that she steamed for Hongkong. Quite a few passengers left by the pilot's boat earlier in the day and arrived in Hongkong before the mail.

TELEGRAMS.

[Reviews.]

The Rajah of Sarawak.

London, 18th March.
The Rajah of Sarawak has started for Sarawak.

The Strikes in France.

M. Clemenceau has arrived at Lens and addressed the strikers.
He said that he respected the right of strike, and would send no troops as long as the strikers remained orderly.

Later.

The German Empire.

The census of the German Empire shows a population of 60,605,183.

The Morocco Conference.

The conference at Algiers continues at a complete standstill.

The Swiss authorities are greatly annoyed at the Austro-German proposals to appoint a Swiss inspector of police without consulting the Federation.

HONGKONG AQUATICS.

ANOTHER FINE DISPLAY OF WATERY MARVELS.

Now that Hongkong has entered the dog-days, the principal form of entertainment in the Colony seems to be aquatic entertainments, and those who have had the pleasure of witnessing what the items under the charge of the Public Works Department can perform in the way of simple, innocent and homely amusement must award it the palm. As an originator of aquatic sports the P.W.D. can beat all comers, with one hand behind its remarkable back. The other morning, and well into the forenoon, the Department gave an unheated show in statue square, which was greatly admired, although it became rather monotonous, being kept up for some hours which is, apt to pall. Accordingly, in strict justice to the numerous rate-payers on the water-front it was only fair they should realise that they were getting their money's worth, to put it crudely-joking apart, those who were leaving their offices on the front at five to ten to-day had a first-hand exhibition of the power of the water in the mains. Opposite the P. & O. offices, a pipe burst, about a quarter to one o'clock, and a stream of water arose over-topping the tramway cable and supplying a rich and luxurious draught to a dry and thirsty thoroughfare. It might almost have been a libation poured out in honour of one of the members of the Sanitary Board, Mr. E. A. Hewett. It was a noble volume of water which gushed forth from the broken main, and while it dislocated traffic, it attracted a big crowd from far and wide to gaze upon the latest luxury of life. Some very amusing yet melancholy comments were made upon the display. "What is it?" said one little urchin, hanging on to his mother's hand. "It's water, darling." "Water?" said the boy. "What's water?" "Oh, water's just water, you know." After a moment's consideration—"Is that the thing that my grandmother used to speak about?" He was hurried away and promised a whole jugful, if he promised to be good. It is sad to think that except from sundry and casual street exhibitions the rising generation is hardly likely to learn what water is except from text-books on chemistry. Meanwhile coolies were collecting from far and near with buckets, kerosene tins, mugs, old slippers, and what not. They gathered round the mighty geyser, made a dash and deposited their receptacle. When it had been filled to the brim, they made another dash and came forth with a pannikin of water which they guarded as jealously as a dog a bone, and ran home with it. One enterprising individual brought forth a 24-gallon barrel which he had hired from the Mutual Stores. He attempted to set it in the centre of the waterfall, but the "unionists" decided that this was the nucleus of a "trust" and they heaved him and his barrel on to the sidewalk. He had the consolation that he had little in his barrel he had plenty in his clothes. The stream of water still mounted merrily, and the crowd continued to grow. It was a sight well worth seeing and this much may be admitted at once that fifteen minutes is the best hour for displays of this character. Somebody had gone to the Hongkong Hotel, they said, to shut off the water, and amid cries of "Shame!" another individual who claimed to be a water authority said he was bound for the same haven. Still the water held on at the rate of so many hundred gallons a minute. One precocious youngster offered to sell his share at one cash a lick, and found buyers. It was rumoured that they were trying to cut the water off from Padder Street, "Lat yame" try, as they said in Scotland some scores of years ago, and they did try and succeeded. The geyser gave a cough, a gurgle and all was over, to be petted for a finish. The crowd dispersed, a friendly Sikh policeman, who had been staring wide-eyed at this one of the marvels of the East, giving the hint that duty must be done. And they say that Hongkong cannot beat Shanghai for amusements!

S. S. RIFLE COMPETITION.

Major H. J. Kelsall, R.A., hon. secretary of the China United Services Rifle Association, reports that the following are the highest scores in the first day's shooting of the Association:—200 yds Major Chitty, 119th Infantry; 31; Capt. Kitson, R.W.K., 31; Capt. J. D'Oyley, 191st Infantry; 30; S. F. Moore, R. E.; 29; Lt. Col. Aitken, 119th Infantry; 28; 500 yards, Capt. J. D'Oyley, 191st Infantry; 31; Sgt. J. Bloor, A.S.C.; 21; Lt. Belgrave, R.W.K.; 31; Sapper Widdicombe, R.E.; 30; S. S. G. Bush, R.E.; 30.

SHIPPING AND MAILS.

MAILED DUE.
American (China) 20th inst.
Australian (China) 21st inst.
English (Arcadia) 21st inst., 3 p.m.
Indian (Lafayette) 22nd inst.
Canadian (Athens) 27th inst.
German (Prinz Bielefeld) 28th inst.
Australian (Taiwan) 6th prox.
The S.S. Empire left Port Darwin to-day, and is due here on 29th inst.

HONGKONG WATER SUPPLY.

"And now is the season of our discontent," for once again we are within measurable distance of a water-famine. But of course there are degrees of famine, and those of us who are accustomed to unlimited quantities of that very desirable and necessary element, for abatement and culinary purposes, will certainly look upon the restriction to a few quarts per diem per cap. as a degree of famine, and the notice from the Water Authorities has struck fear into their hearts. For several months past we have enjoyed an unlimited supply of water all over the city, and the sudden restriction of the supply, from all day long as heretofore, to one hour per day means more to the householders of this Colony than appears at first sight, and endless must be the shifts entailed upon the public to secure anything like even a semi-adequate supply. All householders know how very little attention Chinese domestic servants pay to that virtue which, it is said, ranks next to godliness—cleanliness—and that fact alone makes one pause in dismay at the possible—if unseen—results of a limited water supply. But these intermittent supplies cannot but direct the attention of the observant to the continual and unrestrained waste that everywhere goes on when there is a copious supply; nobody then, at present taking any heed of the needs of the morrow. Twice, within the past two or three weeks, attention has been called in these columns to flagrant cases of wilful waste of water in the City. The old adage hath it that wilful waste makes woeful want, and it is just that woeful want that we may soon find confronting us, when we want our matutinal tub, or the eye-opening cup of coffee. Of course we shall all congregate in nooks, and corners and *bandoules*, and there, in varying shades of masculine and feminine wrath, roundly abuse the water authorities, the clerk of the weather, the Public Works Dept., who jointly and severally are responsible for these irksome, and even more than irksome, restrictions in the supply of a commodity without an unlimited supply of which life in these parts would be intolerable.

A representative of the *Hongkong Telegraph* to-day interviewed the Director of Public Works, the Hon. Mr. Chatham on the subject. Mr. Chatham said that the contents of the reservoirs at present were 80,000,000 gallons of water, and with the large population of this Colony, and the dry season so closely upon us, it has been deemed necessary to provide for all contingencies of possible rainless weather between now and the middle of May, when the rainy season might again be looked for, and so it was necessary to husband the water as far as practicable. It was intended that the supply should be controlled by the rider main system, but as only a very limited area of the city has been equipped with this appliance, it has not been possible to secure that result, and this has caused a restriction during the present dry season. The work on the rider main system is actively in progress, and it is confidently anticipated that it will be completed, before another dry season commences, practically covering the entire City. The entire supply of water available is less than half that of last year, when it was 175,000,000 gallons in the reservoirs against 80,000,000 this year, the great difference being due to the deficiency in the rain fall as compared with that of the previous year. In August, 1905, there was a rainfall registering 12.12 inches as compared with 27.64 in the same month of 1904, while in September, 1905, the register showed 3.26 inches, as against 9.77 for the corresponding period of the previous year. These facts notwithstanding, concluded Mr. Chatham, the initiation of the intermittent supply of water to the City and suburbs was kept off as long as was considered prudent, and "the public might consider themselves fortunate that it was not started at an earlier date." And there we reach the crux of the whole matter. Why was not the supply reduced before to a reasonable number of hours per day, with due warning to the householders that it was but a preliminary step to further reductions in the duration of the hours of the water supply, and thus prepare them gently for what was coming in the near future? It is a well-known fact, among those who study the reports, that in the beginning of last dry season when the duration of the water supply was reduced to four hours a day, three quarters of the usual day's supply was drawn off. In other words the total average withdrawal from the reservoirs daily, during the continuance of a constant supply, was 4,000,000 gallons, while in the "open" in four hours the amount withdrawn was over 3,000,000. Thus it will be easily seen that the saving, for all the "closed" hours was on but a very small scale of percentage. As it is now householders are driven to pressing every conceivable and unconceivable sort of receptacle into the service to gather up the last available drop of the liquid, which takes on a distinct value at such periods, during the one short hour when their taps will respond to the call made upon them. Under these circumstances it will naturally be most interesting, and perhaps edifying, to know just how much the saving amounts to under the circumstances, for with the bug-bear of the possibility of the cook, or other domestic servant coming to them with the legend "No more water got him," every householder, in a sort of panic, will, even if unintentionally, draw far more than is necessary for the householders' requirements. Last year during the restricted hour the drawing averaged 10 gallons per head, per day, an amount quite unnecessary for each individual's requirements at this time of the year. Under the present restriction what will the drawing, *per capita*, be? The report should be watched for with interest, as no doubt it will.

SANITARY BOARD.

FORTNIGHTLY MEETING.

The usual fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, when the following business was transacted.

THE PLAGUE SEASON.

The Medical Officer of Health, in a minute, stated that it would be advisable to again advertise asking people to report whenever they find their houses rat-ridden. Some do so now, but a reminder would be advisable as the plague season is now commencing.

PAINT OR LIMEWASH?

The manager of the Steam Laundry Company submitted a letter, in reply to a communication from the secretary of the Board, instructing that company to whitewash certain wood and iron work on the company's Kowloon premises, in which the manager said that the walls of their said premises were entirely of glass and iron, the only wood work being the framing to the glass and certain partitions in the office. The Board surely did not intend to make them whitewash this like cattle-pens, and therefore he asked that somebody be deputed to visit the premises, and point out which parts of the wood-work were required to be whitewashed or whether paint could not be used as a substitute. The officers were not the laundry itself, and the bye-laws were intended for Chinese washmen, who ate and slept among the clothes. No one lived in the Steam Laundry, and it seemed absurd to apply the same regulations to their premises.

Mr. Hewett minutes: The application should be granted. I see that the secretary, under date of February 22nd states, "he is directed by the Board to write that the wood and iron work must be whitewashed." Is this correct? I have no recollection of the question being before the Board.

Dr. W. W. Pearce, Medical Officer of Health, minutes: I do not think we can say the regulations and bye-laws apply only to Chinese washmen and not to Europeans. But of course there is the power of the Board to exempt where such a course is reasonable. The Board has already held that painted wood work if properly cleaned need not be limewashed. Would the Assistant Medical Officer of Health kindly see what he can do in the matter? I suggest that the Board allow the Laundry Company to paint the woodwork instead of limewashing it.

Dr. Macfarlane minutes: I have seen the premises. The attached letter was sent at my request, but does not embody exactly what I asked for, that was, that the wood could be either painted or limewashed. This letter was asked for under the impression that the same treatment should be given to an English laundry as to a Chinese laundry, or Chinese theatre, or similar places. Unless this laundry comes under some other heading I see no reason for not asking for painting or limewashing of the main wood work. This has been strictly enforced in the Chinese theatres and other such licensed premises, laundries, etc., lately, and it would not seem fair to have two standards—one for Chinese and one for English.

TANKS IN YARDS.

Mr. Brotherton Harker applied for a modification of the requirements of the Public Health and Buildings Ordinance with respect to the maintenance of a water tank in the backyard of Nos. 83 and 84, Connaught Road Central.

Mr. E. A. Hewett minutes: We should be informed of the reason for the tank to be erected before considering the application.

Mr. Lau Chiu Pak minutes: The tank can be covered up. If there is no other reason than that mentioned in the minute of the Medical Officer of Health I think this application should be granted.

The Hon. the Registrar-General minutes: This is a very large tank. This is the first application of the kind I remember seeing. Is there some special reason for it?

The Hon. the Director of Public Works minutes: Such tanks are objectionable, and unless there are good reasons for requiring them they should not be allowed.

The Medical Officer of Health minutes: The proposed tank will not take up much room, but I do not think it advisable to grant the application. Water tanks in yards are always liable to contamination from dirty water splashed out of windows.

THE RHENISH MISSION.

On behalf of the Rhinish Mission, Mr. Brotherton Harker submitted an application for a modification of the Public Health and Buildings Ordinance with regard to building on Inland Lot 609, section A, for exemption from providing open space in the rear of those building in Bonham Road, on the ground floor, as it was intended to use the ground floor as a meeting hall entirely, and only the upper storey for domestic and scholastic purposes.

The Medical Officer of Health minutes: Owing to the meeting of three roads just in this neighbourhood there is a good amount of open space there. On condition that the ground floor of the building is not to be used for domestic purposes I think no harm would result from granting the modification asked for.

The Hon. the Registrar-General minutes: Is the road at the back of the premises a private one? If so, there is nothing to prevent more buildings in the rear.

LIMEWASHING.

During the fortnight ending 13th inst. 1,673 houses were cleaned and limewashed under the superintendence of the Sanitary officials.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 20th at 12.15 p.m. The barometer has fallen over NE. Japan, and the E. coast of China; and risen elsewhere.

Pressure is highest over the Pacific to the E. of the Loo-Chooos, and low areas are lying to the N. of Japan and over the E. coast of China. Gradients continue slight in the South and light or moderate SE. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea, accompanied by fog along the coast.

Forecast:—S. winds, light or moderate; foggy, showery.

WHERE IS THE HOSPITAL?

TRICKS PLAYED ON FOREIGN FIRMS.

The old trick of going round to different foreign firms with a subscription book and collecting money for a hospital that is non-existent has again come to light, but not before a number of firms in Hongkong have been defrauded. It was not so very long ago that the local police captured a Chinaman and had him convicted of obtaining money by false pretences. The conviction does not appear to have been a warning to others, for, according to a story which is going the rounds, the subscription book appeared to be "good business," and in this particular case the Chinaman was getting \$50 a month, simply by stating that he represented some institution in the city. This morning a long-coated Chinaman was ushered into the detective office, and after a preliminary examination is gone through he will take his trial in the usual course for defrauding certain firms. The accused, it is alleged, obtained \$169 from various firms, simply by producing a book which was marked "Yuen Ngai Hospital." The police inspected the so-called hospital and found it in 44 Battery Street. There were only two Chinese beds in the house, which were occupied by two women, while the man under arrest was content with the kitchen. Among others he obtained subscriptions from Mr. H. W. Slade, on 6th February and 5th March, of \$6 and \$3 respectively; Messrs. Palmer and Turner \$5; Messrs. Hughes and Hough \$5. He was placed before Mr. F. A. Hazland, this forenoon, on a charge of obtaining \$169 under false pretences. Chief Detective Inspector Hanson prosecuted and the case was remanded.

SOLDIERS' CLUB CHALLENGE SHIELD.

ROYAL ARTILLERY DEFEATED.

Yesterday afternoon, on the Hongkong Football ground, kindly lent for the occasion, the semi-final match for the above shield, was placed between the West Kents and the R.G.A. The Artillery kicked off with a slight wind in their favour and the opening exchanges between both teams were very interesting. Up to a few minutes before half-time both sides were pressing hard, but the Kents had most of the attack on their opponent's citadel and they opened the score. With a goal against them, the Artillery failed to pass the Kents' stronghold, and their passage was baulked on many occasions. The Kents, who played a pretty game, spiced down the line and secured the second goal. The decision of the referee appeared to be very popular, for as the crowd yelled off-side Rossard—the R. G. A. goalkeeper—refused to clear and the ball passed him. The referee, however, called it a goal. The so-called unpopular decision did not assist the Artillery team and a game of hard kicking commenced with the result that the Kents got in another shot. Final: West Kents 3; R. G. A. nil.

HOCKEY.

On the Hockey Club ground yesterday afternoon the gun-room officer of H.M.S. *Andromeda* played H.M.S. *King Alfred*. The new arrivals played a better game and defeated the *Andromeda* men by two goals to one.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/0 9/16
Do. demand 2/0 5/16
Do. 4 months' sight 2/0 15/16
France—Bank T.T. 2/5 1/2
America—Bank T.T. 49 1/2
Germany—Bank T.T. 20 1/2
India T.T. 15 1/2
Do. demand 1 1/2
Shanghai—Bank T.T. 15 1/2
Singapore T.T. 15 1/2
Japan—Bank T.T. 100 1/2
Java—Bank T.T. 12 1/2
Buying.
4 months' sight L/C. 2 1/2 1/16
6 months' sight L/C. 2 1/2 1/16
30 days' sight San Francisco & New York 50 1/2
1 months' sight do. 51 1/2
30 days' sight Sydney and Melbourne 51 1/2
4 months' sight France 26 1/2
6 months' sight do. 26 1/2
4 months' sight Germany 2 1/2
1st Silver 36
Bank of England rate 4 1/2
Sovereign 9 1/2

To-day's Advertisements.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1905, and subsequent Notices, Senders of Telegrams, are hereby advised that, from 1ST APRIL NEXT, the Currency equivalent of the Franc will, subject to revision after three months, be fixed at \$240, at which rate the charge for all Telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.
Hongkong, 20th March, 1906. [369]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"POONA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c.

From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th March, 1906. [4]

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at Noon.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th March, 1906. [370]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Benedict* and *Doria*, from Havre ex s.s. *Angada*, and from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 20th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th March, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 20th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th March, 1906. [11]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 20th March, 1906. [16]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY, the 22nd March, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

SUNDRY CLOTHING, TRAVELLING BAGS and TRUNKS, &c., &c.;

2 IRON SAFES and 3 BICYCLES.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th March, 1906. [371]

PUBLIC AUCTION.

THE Undersigned have received instructions, from the Registrar, Supreme Court, to sell by

PUBLIC AUCTION,

ON

WEDNESDAY, the 28th March, 1906, commencing at 2.30 P.M., at No. 4, Seymour Road,

THE GOODS AND CHATELAIN OF CHAU TUNG SANG,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

MARBLE-TOP HATSTAND WITH GLASS, CUT-GLASS MIRRORS, MOROCCO-COVERED DINING ROOM SUITE,

TEAKWOOD OVERMANTLES WITH GLASS, BOOK-CASES, WHATNOTS, TEAKWOOD EXTENSION DINING TABLES, CHEST-OF-DRAWERS, MARBLE-TOP TABLES, TEA TABLES, Double and Single IRON BEDSTEADS with WIRE MATTRESSES, &c., &c., &c.

ALSO

A large quantity of CHINESE BLACK-WOOD FURNITURE;

AND ON

FRIDAY, the 30th March, 1906, at 2.30 P.M., at "Glenside,"

THE GOODS AND CHATELAIN OF CHAU TUNG SANG,

Comprising:—

BUILDERS and IRONMONGERY, Brass Work of Superior Quality, Comprising:—BARREL, FLUSH and ESPAGNOLETTE BOLTS, CASEMENT STAYS, CABIN HOOKS, HINGES and BOLTS, REIN and MORTISE LOCKS, FINGER PLATES and ELECTRIC BELL PUSHES and GALVANIZED IRON WORK, comprising:—BOLTS, HINGES and BUTTS. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 20th March, 1906. [364]

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A

MUSICAL TRIUMPH.

You should hear it.

RECITALS DAILY.

NEW MODEL PIANOS

BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE"

IN SOLID TEAK.

Embodying the

MINIMUM

OF COST

WITH THE

MAXIMUM

OF EXCELLENCE

\$375 AND UPWARDS.

"VICTOR TALKING" MACHINES.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	20th March.
GLASGOW and LIVERPOOL	"ANCHISE"	24th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	1st April.
GLASGOW and LIVERPOOL	"CALCHAS"	4th "
GLASGOW and LIVERPOOL	"MOYNE"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	18th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & LPOOL	"PELEUS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
*GENOA, MARSEILLES & LPOOL	"KINTUCK"	20th "
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
*GENOA, MARSEILLES & LPOOL	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	18th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	25th March.
	"NINGCHOW"	25th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th March, 1906.

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	24th March.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	27th "
MANILA	"TEAN"	27th "
CEBU and ILOILO	"KAIFONG"	31st "
KOBE	"CHINGTU"	2nd April.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

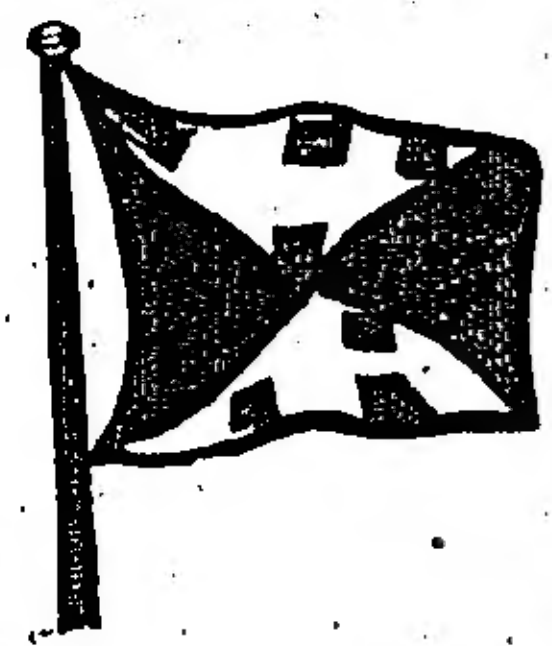
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th March, 1906.

[9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA VIA AMOY	FRIDAY, 23rd March, at 10 A.M.
RUBI	2540	R. Almond	MANILA	SATURDAY, 31st March, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th March, 1906.

[7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

[8]

Notice of Firm.

NOTICE.

MR. RICHARD HANCOCK is authorised
to Sign the name of our Firm per
Procuration.SHEWAN, TOMES & Co.,
Hongkong, 26th February, 1906.

[27]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.,
Hongkong 28th May, 1895.

[18]

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 7.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the weather, due notice will be given by
the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,399 T. R. MEAD.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

[18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"HANGSANG"	WEDNESDAY, 21st March, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"SUISANG"	THURSDAY, 22nd March, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 23rd March, 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

(Hongkong, 20th March, 1906.

[6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagmann	March 24th, at Noon.
"NUMANTIA"	4,370	Feldmann	April 8th.
"ARABIA"	4,483	Metzenbin	
"ARAGONIA"	5,198	Ernst	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

Captain Thomson, will be despatched as above,
TO-MORROW, the 21st March.

To be followed by "BENLEDI," about 26th.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th March, 1906.

[28]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 31st instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th March, 1906.

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FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belson, will be despatched for the
above Ports, on SATURDAY, the 24th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 17th March, 1906.

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BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain A. M. Rait, will be despatched as above,
on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th March, 1906.

[367]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG,"

5,600 tons,
will be despatched for CALLAO (PERU) on
or about TUESDAY, April 10th, at Noon.For further information as to Freight and
Passage, apply toK. MATSDA,
Manager,
York Building.

Hongkong, 1st March, 1906.

[293]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH,"

will be despatched for the above Ports, on
or about 25th April.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th March, 1906.

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Consignees.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA,"

Captain Peter, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded, unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazardous
Codowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 24th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 19th March, 1906.

[365]

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after TUESDAY, the 20th instant,
will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, 20th instant, at
9.30 A.M.All Claims must reach us before the 26th
of March, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 14th March, 1906.

[2]

Intimations.

TO THE INHABITANTS OF THE
COLONY OF HONGKONG.

FREE VACCINATION.

TAKE NOTICE that VACCINATION
is performed Free of Charge at the
GOVERNMENT CIVIL HOSPITAL,
TUNG WAH HOSPITAL, ALICE MEMO-
RIAL HOSPITAL and NETHERSOLE
HOSPITAL, on the days and at the times
specified below, and that you are strongly
advised to avail yourselves of this privilege
and attend at one of these places with your
CHILDREN to be VACCINATED in order to
protect yourselves from Small-pox.G. A. WOODCOCK,
Secretary, Sanitary Board.GOVERNMENT CIVIL HOSPITAL:—Every day
except SUNDAY, from 2 to 4 P.M.TUNG WAH HOSPITAL:—On the 1st day of
the month (Chinese reckoning) and every
alternate day subsequently, at 10 A.M.ALICE MEMORIAL HOSPITAL:—On MON-
DAYS and THURSDAYS, at 12 Noon.NETHERSOLE HOSPITAL:—On WEDNES-
DAYS and SATURDAYS, at 11 A.M.

Hongkong, 27th February, 1906.

[347]

PERFUMERY AND TOILET SOAPS.

JUST RECEIVED a large consignment of
the above from Messrs. COLGATE & Co.
and Messrs. ATKINSON & Co., and now I
am in a position to supply all their Toilet re-
quisites at a specially reduced rate.

An early inspection invited.

Liberal terms to large consumers.

Price-lists will be forwarded on application.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 15th March, 1906.

[64]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.Sole Agents for:
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.

Hongkong, 7th March, 1905.

[51]

Intimations.



HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from
the Military Authorities that GUN PRAC-
TICE will be carried out as under:—On THURSDAY, 22nd March:—
From High West in a Westerly direction,
at ranges up to 8,000 yards, com-
mencing, on conclusion of practice
from Pinewood (about 3.30 P.M.) and
finishing at 5 P.M.On MONDAY, 26th March:—
From Boa Vista on to Mount Collison and
Tylam Bay, at ranges up to 8,000
yards, commencing at 10 A.M., and
finishing at 1 P.M.If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.All ships, junks and other vessels are to
keep clear of the ranges.L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, &c.

Hongkong, 15th March, 1906.

[358]

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

MEDIUMS OF INSTRUCTION
IN CHINA.

A REVIEW.

[Continued from page 3.]

The second question we would put to those who know the Chinese language concerns its syntax. We think that scholars would do a real service to all educators in the Empire if they would prove conclusively either that the Chinese language is capable, or that it is not capable, of expressing fine distinctions of thought and making abstract truths intelligible. Our knowledge of one of the dialects leads us to think that power may be wanting to the language, but we are quite aware of the insufficiency of this evidence. Only those educators who, like the writer, are dependent for the present upon the English school, would be glad to see some sort of demonstration of the affirmative or negative of this question.

It is needless to show that Chinese fails to meet the requirements for a single language and for ease of acquisition. The twofold style of speech, and writing, and the multitude of complex symbols to be mastered, make the labour incident to elementary education very great. The use of the printed colloquial in the various sections of the land as a purveyor of news and instruction would greatly alleviate the case, but still leave the road to knowledge arduous and tortuous. We do not think it quite accurate to say, as Dr. Woods does, that language is purely a servant. Language is an artistic possession of the race, as well as a tool, but the artistic quality of the tool must never be allowed to interfere with its service as a tool. A language fit for education must be easy for all to master.

Therefore the suggestion that the Japanese and the Chinese should simplify their native tongues by adopting a phonetic alphabet for general use is a suggestion far-fetched. The sole unsatisfactory point is this: Are there a sufficient number of distinct syllables in these languages to render an alphabet usable? If the distinct syllables are limited in number, there may be great confusion caused by the frequency of identical written symbols having different meanings. In the Roman alphabet, and a trained Chinese can read manuscript so written without even the tone marks. Moreover, if the syllables are sufficient to render the spoken language intelligible, where the written characters do not aid in discrimination, why would not a phonetic representation of the same language be intelligible? This seems to indicate that the spoken dialects can be alphabetized (as, in fact, several of them have been in literature). Then, why not alphabetize the Mandarin, which could easily be made universal in a generation or two? Or, if we must have *wen-tzu* as the written language of China, cannot the classical style be somewhat relaxed, its conciseness somewhat modified, to the point where alphabetic representation will be intelligible, and will not such a concession be abundantly rewarded when we have thereby put the best thought within the reach of all who simply learn the English alphabet or some other? In this connection we should like to repeat the practical reflection of Dr. Woods, that romanized colloquial should be taught generally in Christian churches and schools. Let us help to break down the barriers of pride, if they are also the barriers of ignorance. The progressive students of China can do this far easier than any foreigners.

The conclusions reached by Dr. Woods seem sane and modest. Let a limited number of young men and women in this country, of the education acquired through English will give them the knowledge and breadth of view necessary to leaders, and they will be able to improve, alphabetize, or, it may be, supersede their native tongue. The many must for the present be taught through Chinese. That there should be a certain number of specialists in Chinese among the foreign educators is equally necessary. The Chinese educated through English and the foreign masters of Chinese will unite in the work of translation, and as renovators of the language of the people.

The second question in this question takes the form of a brief outline, and we shall simply offer a few comments upon its statements.

Dr. Bergen begins by stating that since the Renaissance the use of Latin has steadily declined. This implies that Latin was used for a longer or shorter period in scholarly literature. But this just parallels all that any advocate of English education in China contends for; that is, that a portion of the young men and women be educated for the present through English, till the number of well-trained native scholars is sufficient for the improvement and development of their own language. Dr. Bergen's argument can have no bearing upon the present, but must refer only to some future time. The immense enrichment of European thought and languages through the thorough knowledge of Latin and Greek can be paralleled in Chinese only through a similar knowledge of some great western language. Meanwhile let the Chinese find a plan for borrowing thought and words, and when they have well begun its operation let English go. We must bear in mind, however, that all European languages are alphabetic, and the Chinese never has been compared on equal terms with Chinese. There is a striking fact. If Mandarin could be taken as the standard pronunciation of the Chinese language, and be alphabetized and enriched with the treasures it would mean a new birth of thought in China. Mandarin has been romanized, we believe, but how can we secure it a fair trial?

The length of time needed to master English is really not in argument against higher education through English. It takes more time to build a railroad than to make a path. It takes more money to construct a trans-Pacific steamer than to lay down a sloop. Those who would see the world better take the steamer. Being the vehicle of education in the sciences for such students, the English language is in them what the study of Latin, Greek, German and French and other intellectual and aesthetic training are to a considerable portion of the favoured young men and women of the west.

To the argument that educating young men through English means a partial loss to their own land, we think it sufficient to reply that the loss is only apparent. Citizenship makes itself felt in their lives through words. There must be highly educated leaders for thought and for deeds. We believe that these thoroughly trained young men, if zealous for the good of their native land, will find it no insuperable barrier to their full usefulness that they were not taught in school the technical language of their own people. Rather, their superior mental training will enable them, as things now stand, to master that language readily, and to extend and improve it.

The use of English does the use of Chinese. Dr. Bergen thinks, and leads people to think Chinese is not fit for such use. If it is not quite adequate at present, there is no

great harm done in letting people know this. If it is adequate, then the very young who have been educated through English will help to demonstrate this fact when they go out to give to their own people, through the native tongue, what they have gained by means of a foreign speech. In the meantime, the number of translated books are hardly sufficient to educate these first few generations of college classes.

We repeat the invitation to a free discussion of this question, but we feel that there is certainly room for the English school, as the argument now stands, and we are gratified to know that Dr. Bergen is "in warmest sympathy with the English work."—*South China Collegian*.

Shipping.

Arrivals.

Poon, Br. s.s. 4,877, C. R. Longden, R.M.R., 19th Mar.,—London 5th Feb., and Singapore 14th Mar., Gen.—P. & O. S. N. Co.
Cheong Shing, Br. s.s. 1,250, S. J. Payne, 19th Mar.,—Port Talbot and Jan., Batavia and Singapore 13th Mar., Gen.—J. M. & Co.
Liberia, Ger. s.s. 3,850, H. Kier, 19th Mar.,—Kobe 13th Mar., Gen.—H. A. L.
Daguy, Nor. s.s. 883, O. Abrahamsen, 19th Mar.,—Hongkong 16th Mar., Coal.—Aagaard, Thoresen & Co.
Canada, Ger. s.s. 2,397, Frank, 19th Mar.,—Hamburg and Bangkok 11th Mar., Gen.—H. A. L.
Hendawer, Br. s.s. 2,920, Clark, 19th Mar.,—Singapore 13th Mar., Gen.—G. L. & Co.
Nicomedia, Ger. s.s. 4,370, Wagenmann, 19th Mar.,—Mojito 13th Mar., Flour and Lumber.—P. & A. S. S. Co.
Zafiro, Br. s.s. 1,618, R. Rodger, 19th Mar.,—Manila 17th Mar., Gen.—S. T. & Co.
Oceanic, Fr. s.s. 2,128, Couret, 19th Mar.,—Yokohama and Shanghai 16th Mar., Mails and Gen.—M. M.
Ban Yek, Am. s.s. 900, Fabreys, 20th Mar.,—Hilo 14th Mar., Sugar.—Order.
Tiger, Ger. gunboat, 900, Abeken, 20th Mar.,—from Canton.
Callao, Am. gunboat, from Canton.
Taiwan, Br. s.s. 1,043, J. A. Hartin, 20th Mar.,—Bangkok 13th Mar., Rice and Meal.—Chinese.
Hangsang, Br. s.s. 1,356, Wilde, 20th Mar.,—Canton 19th Mar., Gen.—J. M. & Co.
Armand Behic, Fr. s.s. 3,564, E. Guionnet, 20th Mar.,—Marseilles 18th Feb., and Saigon 17th Mar., Mails and Gen.—M. M.
Clearances at the Harbour Office.

Kohlschlag, for Hainan.
Daguy, for Canton.
Kampot, for Kwong-chow-wan.
Kwong-chow-wan, for Hongkong.
Loy, for Bangkok.
Canada, for Yokohama.
Glenogle, for Amoy.
Shanti, for Shanghai.
Taming, for Manila.
Carl Diederichsen, for Haiphong.
Kumsang, for Singapore.

Departures.

Mar. 20.
Haitar, for Coast Ports.
Senegambia, for Kobe.
Shoju Maru, for Swatow.
Kohshu Maru, for Bangkok.
Katsu, for Moji.
Siam, for Canton.
Kumsang, for Calcutta.
Kwong-chow-wan, for Shanghai.
Shanti, for Shanghai.
Ithaka, for Swatow.
Shantung, for Tsingtau.
Victoria, for Cheloo.
Kampot, for Kwong-chow-wan.

Passengers arrived.

Per Cheong Shing, from Singapore—176 Chinese.
Per Benlawer, from Singapore—Messrs. D. Dickson, R. Peon and C. Currie.

Shipping Report.

Str. Liberia from Kobe—Most light N.W. wind with calm sea, near Brothers' Island dense till port.

Str. Cheongshing from Port Talbot, etc.—From Singapore light winds and generally fine weather, becoming hazy on approaching port.

Str. Taiwan from Bangkok—Fine down Gulf of Siam, strong N.W. winds to Cape Padaran, and dense fog outside Gap Rock hence.

Str. Nicomedia from Moji—The first two days Wly winds then N.Ely, moderate breeze and sea, 10 miles outside Waglan on the 18th inst. at 2 a.m., became very foggy weather, anchored outside till 19th at 2.30 p.m.

Vessels in Port.

Steamers.
Aldershot, Br. s.s. 1,354, W. W. Adam, 16th Mar.,—Fremantle 25th Feb., Gen.—B. & Co.
Alexander, Am. s.s. 2,100, Gore, 1st Mar.,—Manila 25th Feb., Conls.—Order.
Apenrade, Ger. s.s. 611, Gonthard, 17th Mar.,—Pakhoi 15th Mar., and Hainan 16th, Gen.—J. & Co.
Carl Diederichsen, Ger. s.s. 764, H. Schlaikier, 17th Mar.,—Haiphong and Hainan 6th Mar., Gen.—J. & Co.
Deramote, Nor. s.s. 1,496, Schervig, 17th Mar.,—Mojito 11th Mar., Coal.—Order.
Empress of China, Br. s.s. 3,040, R. Archibald, R.M.R., 14th Mar.,—Yamaguchi, B.C., 19th Feb., and Shanghai 11th Mar., Mails and Gen.—P. & O. S. N. Co.
Footang, Br. s.s. 1,984, W. E. Saver, 17th Mar.,—Calcutta 6th Mar., Coal.—J. M. & Co.
Glenogle, Br. s.s. 2,399, W. T. Larkins, 18th Mar.,—Singapore 13th Mar., Gen.—Chinese.
Gregory Apcar, Br. s.s. 2,061, S. H. Nelson, 16th Mar.,—Calcutta 25th Feb., Penang and Singapore 10th Mar., Gen.—D. B. & Co., Ltd.
Hanoi, Fr. s.s. 759, P. Meories, 8th Mar.,—Manila 4th Mar., Ballast.—A. R. M.
Hilary, Ger. s.s. 1,200, Zeigler, 14th Mar.,—Nankai 26th Feb., Sugar.—S. W. & Co.
Indravelli, Br. s.s. 3,768, S. Collington, 13th Mar.,—Durban 12th Feb., Ballast.—Order.
Iris, Am. transport, 2,200, Whitton, 27th Feb.,—Manila 22nd Feb., Coal.—Government.
Johanne, Ger. s.s. 952, Ipland, 17th Mar.,—Bangkok 10th Mar., Rice.—J. M. & Co.
Laertes, Br. s.s. 1,341, J. B. Jackson, 18th Mar.,—Saigon 14th Mar., Chinese.
Loosch, Ger. s.s. 1,200, C. Schulten, 16th Mar.,—Bangkok 8th Mar., Rice.—B. & S.
Loyal, Br. s.s. 1,253, L. Lorenzen, 18th Mar.,—Bangkok 4th Mar., Rice.—S. W. & Co.
Maidens Maru, Jap. s.s. 1,080, J. A. Merlin, 17th Mar.,—Anping via Amoy and Swatow 16th Mar., Gen.—O. S. K.
Mercedes, Br. transport, 2,000, J. S. McGregor, 6th Feb.,—from Pulo Condore Island.
Nanshan, Br. s.s. 1,399, A. Jones, 16th Mar.,—Saigon 11th Mar., Rice and Gen.—B. & Co.
Norden, Nor. s.s. 1,497, Wilhelmsson, 17th Mar.,—Mojito 10th Mar., Coal.—Order.
Phranang, Ger. s.s. 1,100, Mangoldorff, 16th Mar.,—Bangkok 9th Mar., Timber.—B. & S.

Phuyen, Fr. s.s. 1,206, Ducrois, 17th Mar.,—Sourabaya (Java) 17th Mar., Sugar and Gen.—B. & Co.
Pitsanulok, Ger. s.s. 1,267, L. Goercken, 15th Mar.,—Bangkok via Hainan 15th Mar., Gen.—B. & S.
Ripplingham Grange, Br. s.s. 1,851, C. Crickton, 11th Mar.,—Newcastle, N.S.W. 20th Feb., Ballast.—Order.
Samson, Ger. s.s. 1,100, F. Richwaldt, 15th Mar.,—Bangkok 8th Mar., Gen.—B. & S.
Shah Allum, Br. s.s. 1,918, A. Gaddis, 16th Mar.,—Rangoon 3rd Mar., and Singapore 9th Mar.,—A. M. Esabbay.
Suissang, Br. s.s. 1,600, T. A. Mitchell, 16th Mar.,—Calcutta 27th Mar., Coal.—J. M. & Co.
Swanley, Br. s.s. 2,800, Dawson, 16th Mar.,—Marseilles via Saigon 8th Mar., Ballast.—C. & Co.
Telemachus, Br. s.s. 1,350, J. Williamson, 13th Mar.,—Saigon 7th Mar., Rice.—Chinese.
Ulabrand, Nor. s.s. 1,260, O. Kristiansen, 15th Mar.,—Mojito 12th Mar., Coal.—M. B. K.

Steamers Expected.

Vessel	From	Agents	Due
Arcadia	Singapore	P. & O. Co.	Mar. 21
Chingto	Manila	B. & S.	Mar. 21
Segovia	Singapore	H. A. L.	Mar. 21
Laisang	Singapore	J. M. & Co.	Mar. 22
Tjilatjap	Kobe	C. J. L.	Mar. 22
Stuttgart	Vladivostok	M. & Co.	Mar. 23
Gera	Vladivostok	C. P. R. Co.	Mar. 23
Athenian	Japan	V. & Co.	Mar. 27
Bay, Friedrich	Colombo	M. & Co.	Mar. 28
Empire	Paradise	G. L. & Co.	Mar. 29
Doric	Japan	O. D. Co.	Mar. 31
Taiyuan	Sydney	B. & S.	April 6

DOCK RETURNS.

Vessel	From	Agents	Due
U.S.S. Barry	"	"	"
U.S.S. Callao	"	"	"
Hanoi	"	"	"
Fathad	"	"	"
Signal	"	"	"
Kinsland	"	"	"
Indravelli	"	"	"
Pitsanulok	"	"	"

SHANGHAI.

Yungkiang, New, Feb. 20.
Kwangping, New, Mar. 7.
Volga, Cosmopolitan, 2.
Frigma, Tunkadoo, 9.

Post Office.

A Mail will close for:

Swatow—Per Hainan, 21st Mar., 9 A.M.
Haiphong—Per Carl Diederichsen, 21st Mar., 9 A.M.
Saigon—Per Telemachus, 21st Mar., 1 P.M.
Macao—Per Heungshan, 21st Mar., 1.15 P.M.
Singapore, Batavia, Cheribon, Samangan, Sourabaya and Macassar—Per Tjilatjap, 22nd Mar., 11 A.M.

Macao—Per Heungshan, 22nd Mar., 3 P.M.
Shanghai—Per Hangsang, 22nd Mar., 3 P.M.
Manila—Per Zafiro, 23rd Mar., 9 A.M.
Shanghai—Per Lyeemoon, 23rd Mar., 2 P.M.
Shanghai—Per Shaokang, 23rd Mar., 3 P.M.
Manila—Per Loosch, 23rd Mar., 3 P.M.
Europe, &c., India, via Tuticorin—Per Delta, 24th Mar., 11 A.M.
Kobe, Yokohama and Portland, Or.—Per Nicomedia, 24th Mar., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco—Per China, 24th Mar., 10 A.M.

Singapore, Penang and Calcutta—Per Laitang, 27th Mar., 2 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chang-shi, 27th Mar., 3 P.M.
Manila—Per Katsu, 27th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco—Per Empress of China, 28th Mar., 10 A.M.

Europe, &c., India, via Tuticorin—Per Bayern, 28th Mar., 11 A.M.
Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Australian, 31st Mar., 11 A.M.
Manila—Per Ruby, 31st Mar., 11 A.M.
Cebu and Hainan—Per Kaifong, 31st Mar., 3 P.M.

Kobe—Per Chingto, 2nd April, 3 P.M.
Manila, Simponhafen, Fr. Wilhelmshafen, Herbersholte, Matupi, Samarai, Brisbane, Sydney and Melbourne—Per Prinz Waldemar, 3rd April, 10 A.M.

Europe, &c., India, via Tuticorin—Per Tonkin, 3rd April, 11 A.M.
Shanghai, Moji, Yokohama, Victoria, B.C., and Seattle, Wash.—Per Sainan Maru, 3rd April, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)—Per Athenian, 11th April, 11 A.M.
Europe, &c., India, via Tuticorin—Per Armand Behic, 17th April, 11 A.M.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There is a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

VISIONS AT THE HOTELS.

KING EDWARD.
Armin, Coast G. Meek, Mr. & Mrs. F. G. Backhouse, J. H. Meek, Mr. & Mrs. F. G. Barlow, Mr. Meek, Mr. E. H. Lynx, Mrs. B. B. Barlow, Miss S. T. Barlow, Miss S. T. Bohlen, Count G. Bismarck, Mr. & Mrs. Child, Miss E. Clark, Miss E. J. Cruickshank, J. Cunningham, Mr. & Mrs. Parker, W. T. Patterson, Mr. & Mrs. G. H. Pearce, Dr. W. W. Rausay, Madame and 2 children, Rigenbach, Madame H. W. Gladstone, R. M. Harbard, R. M. Comdr. Robb, J. M. Rutherford, T. R. Hughes, J. O. Scharrer, Victor Schmitz, A. Shaw, Miss L. Jackson, Mrs. and child Shaw, Miss L. James, Mr. & Mrs. Saeger, G. F. Story, C. F. Joseph, Mr. & Mrs. Sudhans, P. Unbehau, C. H. Weber, C. A. Logan, W. MacGregor, Phillip Wharry, Dr. and Mrs. Wharry, Miss

HONGKONG.
Alexander, Lady Hall, Capt. T. B. Anderson, Mrs. K. Haugworth, W. B. Baulcombe, H. G. Harker, B. B. Bayly, R. Hollingsworth, Mr. & Mrs. H. F. Holt, B. G. Humphreys, W. M. Hunter, R. Blaney, Mr. & Mrs. S. J. Inner, Capt. R. Dancy, Miss Jameson, Mr. & Mrs. J. W. Bissell, W. S. Johnston, A. J. W. C. Kerr, F. F. Borthwick, Mr. & Mrs. Kersey, Mr. and Mrs. R. W. and child. Koenig, C. & Co. Broughall, L. Laing, A. H. Brown, Mr. & Mrs. S. Lamont, J. D. Burns, C. M. G. Marriott, Dr. O. Campbell, L. F. Miller, C. W. G. Chambers, D. S. C. Miller, F. L. Moore, Dr. W. B. A. Chase, Mr. & Mrs. Morgan, Mrs. K. V. Chatham, Hon. & Mrs. Newall, S. G. Chatham, Miss Christy-Miller, C. W. Nichols, E. A. Clark, M. D. O'Neil, O. C. Clark, T. W. Patey, Mrs. E. O. Peake, W. E. Pecker, B. L. Peckeff, Mrs. G. H. Perkins, Mr. and Mrs. T. L. Piorden, A. R. Pfordt, C. G. Piro, A. A. Powell, W. A. Reed, E. C. Reed, L. B. Koch, Mrs. J. S. and child. Robbins, Mrs. J. F. Scott, Mr. and Mrs. J. G. and child. Seward, B. H. Shea, J. J. Simpson, Mr. & Mrs. A. Skott, C. Spittles, J. S. Springer, Dr. T. E. Stein, A. L. Stephens, H. H. Stevenson, R. N. Lieut. Comdr. and Mrs. E. Sutherland, P. D. Thomas, H. P. Thomas, Miss M. L. Truman, R. W. Wakefield, Mrs. Weiss, Miss M. Wood, C. G. Wright, Mr. & Mrs. T. Young, J. A. Gray, T. C.

PEAK.
Andrews, Mrs. Lang, Mr. Maitland, Mr. and Mrs. F. Martin, R. F. C. Master, H. F. C. Mitchell, R. Moss, Mrs. Nevill, J. C. Ollis, E. B. Painter, Major & Mrs. Pollock, K. C. Mr. Sawyer, Capt. and Mrs. Scott, C. C. Searle, Rev. G. Seymour, Lt.-Col. and Mrs. Shinkwin, Capt. Sinclair, A. Stokes, Mr. Verek, Capt. & Mrs. Ward, Capt. The Hon. and Mrs. M. R. C. Watson, Mr. & Mrs. White, Dr. M. J. Wilkie, Mr. and Mrs. John Wonde, Mr. and Mrs. Van de Woodward, Mr. & Mrs. Zehrmann, H. C. Adams, M. and Mrs. F. Smith, E. Grant R. J. Smith, Mr. and Mrs. Grant. Barnett, H. J. O. Grant. Cocker, Capt. and Mrs. Smith, Percy. Gann, G. H. Soppa, P. Gaskell, Mr. and Mrs. Webb, Mr. and Mrs. Jameson, P. S. Montague.

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Lang, Mr. Maitland, Mr. and Mrs. F. Martin, R. F. C. Master, H. F. C. Mitchell, R. Moss, Mrs. Nevill, J. C. Ollis, E. B. Painter, Major & Mrs. Pollock, K. C. Mr. Sawyer, Capt. and Mrs. Scott, C. C. Searle, Rev. G. Seymour, Lt.-Col. and Mrs. Shinkwin, Capt. Sinclair, A. Stokes, Mr. Verek, Capt. & Mrs. Ward, Capt. The Hon. and Mrs. M. R. C. Watson, Mr. & Mrs. White, Dr. M. J. Wilkie, Mr. and Mrs. John Wonde, Mr. and Mrs. Van de Woodward, Mr. & Mrs. Zehrmann, H. C. Adams, M. and Mrs. F. Smith, E. Grant R. J. Smith, Mr. and Mrs. Grant. Barnett, H. J. O. Grant. Cocker, Capt. and Mrs. Smith, Percy. Gann, G. H. Soppa, P. Gaskell, Mr. and Mrs. Webb, Mr. and Mrs. Jameson, P. S. Montague.

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